

THE CITY OF CLAYTON

Board of Aldermen
City Hall – 10 N. Bemiston Avenue
September 9, 2014
7:00 p.m.

Minutes

Mayor Sanger called the meeting to order and requested a roll call. The following individuals were in attendance:

Aldermen: Michelle Harris, Cynthia Garnholz, Mark Winings, Joanne Boulton, Alex Berger III, and Rich Lintz.

Mayor Sanger
City Manager Owens
City Attorney O'Keefe

Alderman Lintz moved that Board adjourn to a closed meeting, with a closed vote and record, as authorized by Section 610.021(1), (2) and (3) Revised Statutes of Missouri, relating to legal issues, real estate and/or personnel, and to discuss matters related to negotiation of a contract pursuant to Section 610.021(12), RSMo. and/or proprietary information pursuant to Sec. 610.021(15). Alderman Garnholz seconded the motion.

Alderman Harris – Aye; Alderman Garnholz – Aye; Alderman Winings – Aye; Alderman Boulton – Aye; Alderman Berger – Aye; Alderman Lintz – Aye; and Mayor Sanger – Aye.

Mayor Sanger called the meeting to order at 7:37 p.m.

Alderman Winings moved to approve the August 26, 2014 minutes. Alderman Garnholz seconded.

The motion to approve the minutes passed unanimously on a voice vote.

PUBLIC REQUESTS AND PETITIONS

None

ORDINANCES - TO CONSIDER APPROVING REZONING AND A PLANNED UNIT DEVELOPMENT THE CROSSING, 212, 214, 216 SOUTH MERAMEC AVENUE AND 7912, 7922 BONHOMME AVENUE

Mayor Sanger opened the public hearing and requested proof of publication.

City Manager Owens reported that this is a public hearing to solicit input regarding a proposed rezoning and related Planned Unit Development to be granted to GTE Properties, LLC, for a mixed-use development to be known as The Crossing at the southeast corner of South Meramec and Bonhomme Avenues (properties addressed 212, 214 & 216 South Meramec Avenue and 7912 & 7922 Bonhomme Avenue).

This memorandum combines the two subjects because they are interrelated; however, separate ordinances are prepared for each. This project will also require approval by the Architectural Review Board and approval of a subdivision plat by the Board of Aldermen.

PROJECT DESCRIPTION

The subject 0.69 acre development site contains five parcels that will be consolidated into one lot. Existing structures on the site include four two-story commercial buildings and one four-story office building. The two-story buildings are commercial conversions of 1910-1920 residential structures. The four-story office building was

constructed in 1954. All of the subject properties have a zoning designation of High Density Commercial (HDC) and are located in the Central Station Transit Oriented Development (TOD) District.

The applicant proposes to demolish the existing structures and construct a 26-story, 376,109-square-foot mixed-use building containing 9,725 square feet of first floor retail, 250 residential units, and 212 structured parking spaces.

Drainage

The existing storm water runoff, according to the MSD 15 year, 20 minute calculation, is 2.46 cubic feet per second (CFS). The proposed runoff is 2.57 CFS, which represents an increase of 0.11 CFS. To mitigate the increase in storm water runoff, an onsite storm water detention basin is proposed on the east side of the building underneath the driveway ramp.

Traffic

A traffic study conducted by Crawford Bunte Brammeier (CBB) analyzed the potential traffic impacts of the proposed development. According to the study, the surrounding intersections currently operate at acceptable levels of service during both morning and afternoon peak hours.

Two existing curb cuts along South Meramec Avenue will be eliminated. The existing curb cut on Bonhomme Avenue is also being eliminated, and a new curb cut for the proposed parking structure will be located approximately mid-block on Bonhomme Avenue. The alley to the south of the site will be widened from 20 feet to 24 feet in conformance with the City's standards.

The first floor retail space is relatively small and is expected to be frequented by nearby residents and/or pedestrians already in the area. Therefore, the study estimates that the retail space will not generate any vehicular trips.

The proposed residential component of the development is expected to generate 165 new trips (140 vehicle trips, 25 common/transit/pedestrian trips) during the morning peak hours and 280 new trips (210 vehicle trips, 70 common/transit/pedestrian trips) during the afternoon peak hours.

The traffic study recommends that a portion of Bonhomme Avenue be restriped to include a center turn lane to mitigate potential turning conflicts.

Parking

There is no minimum parking requirement in the Central Avenue TOD District. Parking requirements are at the discretion of the Plan Commission and Board of Aldermen based upon a parking study provided by a parking professional substantiating the developer's stated parking need. If the City's parking regulations were applied to this project, 534 off-street parking spaces would be required.

A parking study conducted by CBB was based on field data and standard parking models. The proposed development proposes 212 parking spaces (0.848 parking spaces per unit) for residents only. The parking study estimates that the proposed development should supply between 335 and 400 spaces if the garage is open parking (no reserved spaces).

CBB recommends that in order to park all of the expected vehicles, an additional 138 spaces would need to be identified (either built on the site or accommodated elsewhere on a nearby site). This site is unique in that it is very close to a transit hub (approximately 1,000 feet from the main building entrance to the Metrolink Platform) and has the potential to define future redevelopment in the nearby area. The goal of TOD is to surround transit stations with vibrant, carefully designed neighborhoods where people can live, work, shop, and play within a safe and pleasant walk

transit. It is also meant to encourage land uses that support the regional transit system and transit users. One of the biggest barriers to successful TOD is an oversupply of off-street parking. Excessive parking requirements encourage auto-dependence, create a less hospitable pedestrian environment, and increase the cost of housing. Parking demand is related to a number of variables including land use, transit access, demographics, jobs, and rent pricing. TOD requires less parking because it attracts people who want to commute by transit. Conversely, someone who values car ownership and requires dedicated, on-site parking will not likely choose to live somewhere where this option isn't available. Residents who live within walking distance of a transit station are more likely to use public transit, they tend to own fewer cars, and if they do own cars, they use them significantly less. Requiring less parking in TOD promotes alternative modes of travel thereby supporting the transit infrastructure in place, and creating a vibrant street life. Staff is of the opinion that for this project, the number of parking spaces required by the development is a market-driven decision to be made by the developer, not to be required by the City. If in the future there is increased demand for parking, the developer can seek additional offsite parking arrangements or reduce the number of units in the building. To mitigate any impacts related to a potential parking deficiency, staff suggests that the parking spaces be unbundled from the lease (purchased separately) and unassigned. These two parking strategies have been implemented in other TOD's and urban residential developments, and have been proven to reduce parking demand and housing costs. A local example is Clayton on the Park (8025 Bonhomme Avenue) which leases parking spaces separately from the apartment lease, and does not assign specific parking spaces in the parking garage.

The applicant is proposing 18 bicycle racks to be located entirely on private property. Three bicycle racks will be located on the sidewalk along the building frontage, and the remainder will be located on the first floor of the building in a secure room.

Streetscape

Two existing curb cuts along South Meramec Avenue and an existing curb cut on Bonhomme are being eliminated. A new curb cut that will lead to the structured parking levels will be located approximately mid-block on Bonhomme Avenue.

The alley to the south of the site will be widened from 20 feet to 24 feet in conformance with the City's standards. Four loading spaces for the building will be located adjacent to the alley.

City streetscape will be installed along both street frontages in accordance with City standards.

COMPLIANCE WITH THE MASTER PLAN

The site is located in the Central Station District, which is identified in the Downtown Master Plan. The vision for the Central Station District is to "create a walkable, high density mixed use district with significant new office development and high density multifamily rental residential infill oriented around the Clayton Metrolink Transit Station." The proposed development will be urban in character and will maintain a consistent street wall along its street frontage. The proposed uses and design will increase residential density, pedestrian activity, and will contribute positively to downtown as a whole.

PLANNED UNIT DEVELOPMENT

Planned unit developments are a distinct zoning district. Commercial planned unit developments are appropriate when a proposed commercial development project exceeds fifty thousand (50,000) square feet in size and is unable to meet the established zoning criteria due to unusual circumstances in size, configuration or particular design features. Commercial planned unit developments are intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services, encouraging innovation in the planning and building of all types of development. The purpose of the planned unit development process is to foster appropriate use of existing buildings and enable compatible redevelopments that provide public benefit and achieve the following objectives:

1. Creation of a more desirable environment than would be possible through strict application of other City land use regulations;
2. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities;
3. Combination and coordination of architectural styles, building forms and building relationships;
4. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features and the prevention of soil erosion;
5. Preservation of buildings which are architecturally or historically significant or contribute to the character of the City;
6. Use of design, landscape or architectural features to create a pleasing environment;
7. Inclusion of special features;
8. Elimination of deteriorated structures or incompatible uses through redevelopment or rehabilitation; and
9. Facilitate implementation of the recommendations of the business district's master plan.

Zoning Amendment

The City's Zoning Regulations (Chapter 405), Article X "Planned Unit Development", Section 405.1360 "Purpose Statement" of the City's Land Use Code states that "Planned unit developments are a distinct zoning district". It is this sentence which creates the criteria for the rezoning from the base zoning to a new District known as a "Planned Unit Development District". Commercial Planned Unit Development zoning is allowed in all commercial areas.

Project Eligibility

The Central Station TOD District requires that new projects within the district be developed as a Planned Unit Development (PUD) and, as noted above, the Zoning Regulations stipulate that a PUD is a distinct zoning district and therefore require approval of a rezoning concurrently with the development plan. Mixed-use buildings containing residential units and first floor retail are eligible for consideration of a PUD.

Public Benefits

This project seeks relief from the front setback requirements of the HDC Zoning District. According to the applicant, the following public benefits to the City are intended to be derived from the approval of the planned unit development project:

- 1) *Extraordinary landscaping and greenspace provisions;*
 - >> City standard streetscape will be installed which includes new street trees. Modern styled planters will be located around the development's frontage and will be planted with seasonal plantings.
- 2) *Architectural distinction and significance that would make the development noteworthy;*
 - >> The 26-story building will be visible from considerable distances. The modern cantilevered building cap will be a distinctive feature of the development, differentiating it from other towers in the skyline.
- 3) *Extensive use of high quality building materials that would add significant value to the property and benefit the adjacent properties;*
 - >> The building materials will include high performance glazing in a unitized glazing system, architecturally coated panels, a metal panel cap, architectural metal screening at the parking garage levels, and a modern fiber cement panel system creating the architectural elements connecting to the ground plane. The apartment levels will have glazing on over 44 percent of the exterior walls.
- 4) *Provision of new public infrastructure including, but not limited to, streets, curbs, sidewalks, sanitary sewers, storm water sewers, lighting and public parking;*

- >> Two existing curb cuts along South Meramec Avenue will be eliminated. The existing curb cut on Bonhomme Avenue is also being eliminated, and a new curb cut will be located approximately mid-block on Bonhomme Avenue.
- >> The alley to the south of the site will be widened from 20 feet to 24 feet in conformance with the City's standards.
- >> The storm sewer capacity is being increased along South Meramec Avenue.
- >> The existing overhead electrical infrastructure along the Central alley will be relocated underground.
- 5) *Sustainable building design and construction including, but not limited to, sustainable site development, green roofs, water savings, energy efficiency, materials selection and indoor environmental quality.*
 - >> The building architecture, interiors, HVAC, plumbing, and electrical will be designed to green building standards.
- 6) *Inclusion of special access features or provisions to existing or planned public transit facilities;*
 - >> The development is located on the same block as the Clayton MetroBus Center and the Metrolink Central Avenue station. Staff estimates that it is approximately 1,000 feet from the main building entrance to the Metrolink platform.
- 7) *Inclusion of a mixed use development plan where no single use exceeds eighty percent (80%) of the total floor area;*
 - >> The apartments, lobby, and rooftop amenity level make up 73.5 percent of the development, parking makes up 24 percent, with the remaining 2.5 percent is designated for retail space.

PLAN COMMISSION CONSIDERATION

The Plan Commission considered this request at their meetings of August 18, 2014, and September 2, 2014, and voted to recommend approval of the rezoning and Planned Unit Development to the Board of Aldermen per the conditions contained in the Ordinance.

RECOMMENDATION

To approve the rezoning and Planned Unit Development Ordinances per the conditions contained within.

Jerry Crylen and Jack Holleran, GTE Properties, owner under contract/developer addressed the Board expressing their gratitude for considering the project. Mr. Crylan stated the benefits that the project will offer - (1) foster the increase of ridership for Metro Transit; (2) consolidate underutilization of current properties; (3) retain and attract employees; and (4) will create direct/indirect tax revenue.

Mr. Crylan noted that due to the Plan Commission's decision on the project design they have resubmitted a redesign for consideration adding that they will also contribute \$15,000 toward a public art project.

In response to Aldermen Harris' and Boulton's questions, Mr. Crylan explained that (1) the net new number of trees is an addition to the design (two to three additional trees compared to the current number of trees); (2) the new sidewalks will be extended 15 feet wide compared to the current 9 feet wide; (3) and the removal of the curb cuts from 3 to 1 which add to the pedestrian safety as part of the streetscape both on Meramec and Bonhomme.

In response to the Board's questions, Kyle Wilson, Senior Designer, explained that they are pursuing Green Globes certification (1-4 rating) and explained those levels of certification as it compares to LEED certified. They will have energy efficient light fixtures and appliances; use low to no VOC finishes and adhesives.

Alderman Berger expressed his concerns regarding meeting the equivalence of LEED certification and feels it would be a failure to obtain level one of Green Global certification and would rather prefer that they set a goal of obtaining a higher level than one.

In response to Alderman Garnholz's question, Mr. Wilson explained that they will have one loading stall (no parking zone) in front of the building. The loading zone for retail and apartment furnishings will be available from the alley.

In response to Alderman Boulton's question, Mr. Wilson stated that they can negotiate with Public Works to arrange for metered stalls on the street to create more loading stalls, but they don't want to disrupt the existing accessible parking. He said that the physical geography of the site and how it works to the garage ramp has maximized the "footprint" on the site. Mr. Crylan stated that they kept the entrance to the apartment building close to the multi-modal transit at the south end of the building. They felt that putting a turn-around so close to the alleyway where the rest of the traffic for trucks and delivery services occurred would be too dangerous. Mr. Crylan also explained that they can certainly look into the idea of extending the curb cuts into the meters.

In response to Alderman Garnholz's question, Mr. Wilson clarified (on the design) that the curb cut indentations are for the handicapped parking. In showing a site plan to the Board, Mr. Wilson pointed out the differences from the old to the new design.

With regard to the Mayor's question regarding handicapped areas, John Wulf said that those locations are also dictated by the grades and slopes in the streets.

In response to Alderman Garnholz's question, Mr. Crylan stated that the renderings dated 8/27/14 are no longer relevant and that they submitted new renderings for the Board's review.

In response to Alderman Berger's question, Mr. Crylan stated that the parking study was done in June and the report made the observation that additional parking should be considered, but is not required by the City. He believes that the number of parking spaces that has been proposed will be enough and added that they have also requested to possibly utilize spaces in the Shaw Park garage in the development agreement.

Robert Klar, Armstrong Teasdale, addressed the Board further clarified that they have worked together with staff to create a development agreement which added a provision to allow GTE to avail itself of a certain number of parking spaces within the Shaw Park garage. The provision is subject to the consent of St. Louis County and satisfying the tax conditions related to the County's bond financing that funded the garage.

Lee Cannon, Traffic Engineer, CBB, addressed the Board to clarify that as part of the City's process CBB has a relationship with Public Works and Planning Department which they are contracted with the City. They complete a study for the City and in turn the developer reimburses the City for those services. He stated that the City's code did not require that they provide parking spaces on the site for the retail use. The parking study identifies public parking as the locations for retail services and includes the County's garage.

In response to Alderman Winings' question regarding the traffic study, Mr. Cannon clarified the study's "trips per hour" stating that in general during the peak hours a single family home generates one trip per unit. However, multi-family units in high-rises tend to generate lesser trips because of the location in urban areas where they tend to do more walking, mass transit, etc. They grade the traffic flow with level of service, A - F grading; A being very good and C being average. Traffic engineers look for a level of service, D or better in the peak hour and B or C in the off-peak hour. Currently with the base conditions the level of service are As and Bs with a few Cs scattered in for the morning and a few Ds in the afternoon. There is no substantial change beyond D at any approach or intersection. This is a very high quality of level service to maintain the D level in an Urban Core District.

Mayor Sanger again clarified that CBB is a contractor to the City not to the developer.

In response to Alderman Boulton's question regarding "stacking", Mr. Cannon explained that with "stacking" the concern is that with a gated and activated system (a secure and controlled parking area) it will likely delay people coming into the garage. If there are multiple vehicles entering at the same time there could be a potential for cars to "stack up" and they want to make sure that a few (3) cars can "stack up" on the site before the sidewalk is

blocked resulting in the traffic flow along Bonhomme to be blocked. They have requested that the revised plans accommodate for this scenario.

Alderman Harris expressed her concerns that \$15,000 is not very much for a quality public art project and suggested possibly considering more.

In response to Alderman Boulton's question, Mr. Crylan stated that they are wide open to reusing the "art work" on The Guild Building.

Mayor Sanger noted a change of order in the agenda.

In response to Alderman Winings question, Mr. Crylan explained that the same number of units from the original plan has not changed. The elevation of the building has changed. In the 250 units, 10 of the units will be three-bedrooms; 80 units will be two-bedrooms; 110 units will be one-bedroom; and 50 studios.

City Manager Owens clarified that any requests for changes to the number of units would have to be submitted as an amendment to the Planned Unit Development and approved by the Board.

A MOTION TO CONSIDER AN APPEAL FROM ARCHITECTURAL REVIEW BOARD ACTION FOR 212, 214, 216 SOUTH MERAMEC AVENUE AND 7912, 7922 BONHOMME AVENUE (THE CROSSING)

City Manager Owens reported that this is an appeal of the Architectural Review Board's decision to deny an application from Jack Holleran, GTE Properties, LLC (owner under contract).

At the September 2, 2014 Plan Commission/Architectural Review Board meeting, the Architectural Review Board considered the design and materials associated with a proposed 26-story (approximately 280 foot tall), 376,109-square-foot mixed-use building containing 9,725 square feet of first floor retail, 250 residential units, and 212 structured parking spaces. The proposed building consists of storefront architecture with large show windows that are interrupted at regular intervals by generous entrances, overhangs, and other transitional elements; four levels of structured parking that are screened by a perforated metal material and gray fiber cement "columns"; and, a 21-story tower constructed of painted cement, blue glass windows in aluminum frames, projecting glass balconies and a cantilevered building cap.

The Architectural Review Board voted 5-2 to deny the application as submitted. Pursuant to Section No. 400.230 "Appeals", an aggrieved party may, within 15 days of the decision for which redress is sought, file with the Board of Aldermen a written request for reconsideration and appeal of any decision of the Architectural Review Board. The written request must set forth in a concise manner the decision being appealed and all grounds known to the appellant as to wherein and why the decision is allegedly in error.

On September 3, 2014, the City received a letter dated September 3, 2014, from Timothy Tryniecki, attorney representing GTE Properties, appealing the Architectural Review Board's decision to deny the proposed project. The appeal speaks to the project's design, materials, and compatibility with the surrounding neighborhood.

Recommendation is to consider the applicant's written request for an appeal of the Architectural Review Board's decision. The Board may consider the appeal on the record of the prior decision by the Architectural Review Board, or may at its sole discretion, receive additional evidence in such manner as it deems appropriate in light of the circumstances. The Board shall approve, modify or disapprove the application.

Jack Holloran, Architect, addressed the Board, and provided a PowerPoint presentation that showed the new design features.

Elizabeth Green, resident, addressed the Board with her concerns of the developer not seeking LEED certification status, parking issues for visitors, and also the expected use of public transportation.

Joan Faulk, resident, addressed the Board stating that careful planning has made Clayton a wonderfully attractive place to live, work and enjoy life. She expressed concerns regarding the design and materials for the project and expressed her opposition to the project, both original and revised plans.

Vivian (no last name provided), addressed the Board to present a petition of opposition (attached) to the project as it was originally perceived.

Jason Biel, resident, and West End Word critic, addressed the Board expressing his opposition to the project and is concerned that the project does not have much clarity or details.

Dan Phillips, resident, addressed the Board expressing his concerns with the number of potential families with children that move in and who will attend the Clayton School District. He is concerned with regard to the District taking on additional children without the tax revenue needed for the District to provide a quality education due to the tax abatement that the City approved for the project.

Steve Lichtenfeld, resident and Chairman of the Planning Commission/ARB, addressed the Board with his concerns of the new designs. He recommends that the Board of Aldermen allow the ARB to review the new plans before approving the project.

Jim Fiella, owner, The Crossings restaurant, addressed the Board requesting that the developer reconsider using The Crossings as the name of the development.

Erwin Shane, resident, addressed the Board providing a legal opinion statement (attached) in opposition of the project.

Linda Horn, resident, addressed the Board with her concerns regarding the Green Globe requirements and expressed her opposition. She suggested that the Board require the developer to seek LEED certification.

Pam Wiesey, resident, addressed the Board with her concerns regarding the project and stated that she is opposing the development.

Ron Wiel, resident, addressed the Board with concerns regarding a 26-story building and its impact on emergency services.

Joe Connelly, resident, owner of 214 & 215 S. Meramec, addressed the Board noting his approval of the project.

Mayor Sanger closed the public hearing.

Mayor Sanger suggested that the Board table Bill Nos. 6465, 6466, 6467 and the Motion to appeal regarding The Crossings.

Alderman Harris moved to table Bill Nos. 6465, 6466, 6467 and the Motion to appeal. Alderman Garnholz seconded.

The motion passed unanimously on a voice vote.

Mayor Sanger adjourned at 10:14 p.m. for a five-minute break.

A MOTION TO CONSIDER APPROVING THE FY 2015 BUDGET / THE CENTER OF CLAYTON

City Manager Owens reported that the Board was given a presentation on the CRSWC Budget early this evening at the joint Board of Aldermen and Board of Education meeting. Recommendation is to approve the CRSWC FY2015 Budget as presented.

In response to Mayor Sanger's question, Patty DeForrest stated that the City's contribution to the CRSWC is now \$100,000 compared to a prior contribution of \$250,000.

Alderman Harris moved to approve the CRSWC FY2015 Budget. Alderman Garnholz seconded.

The motion passed unanimously on a voice vote.

AN ORDINANCE TO CONSIDER SETTING THE TAX YEAR 2014 PROPERTY TAX LEVIES FOR FISCAL YEAR 2015 BUDGET AND TO HOLD A PUBLIC HEARING - 2nd Reading

Janet Watson reported that each year the City must approve property tax levies which are then submitted to St. Louis County for billing. Calendar year 2014 was not a reassessment year. Therefore, the City is only allowed to receive additional revenue up to the Consumer Price Index which was only 1.5% for this year, and for the value of new construction.

As part of the property tax levy process, the Board held a public hearing to seek public input on the proposed tax rates on August 26, 2014. The proposed calendar year 2014 property tax levy recommendations for Budget Year 2015. These levies are subject to change by the Board of Equalization and through the Missouri State Auditor's certification process.

Over the last few years, the City general revenue and Special Business District tax rates have been voluntarily reduced by the City below the maximum allowable rate in some categories. This means the rates in some categories could have been higher than those the City actually levied. This has occurred specifically in the residential and commercial categories in these two rate areas. This method of accounting for voluntary reductions was a state legislative change that occurred in 2007. These voluntary reductions continue when calculating the tax rate ceiling, which is the maximum allowable rate the City can levy, in the following years.

Once a voluntarily reduced rate is levied, the reduction cannot be reversed in a reassessment year. But in a non-reassessment year, such this year, the City has the opportunity to revert back to the maximum tax rate ceiling in each category. With specific ordinance wording the maximum allowable levies will change and will eliminate the voluntarily reduced amounts from prior years for 2014 and future years. The effect of this change can increase or decrease the new tax rate ceiling in each category.

These new maximums do not add significant revenue, but in our case, generally rebalances the revenue from the levies between the residential and commercial property categories based on the historical changes in assessed values over the years.

Staff has made these changes to the ordinance and the new rates that appear in the ordinance. Staff recommends approving these levies at the maximum, but the BOA can choose to approve lower rates (voluntarily reduced rates). Adding any voluntary reduction will reduce the revenue to the City and any 2014 voluntary reduction will continue at least through setting the 2015 rates.

The General Fund tax levy is projected to generate \$5.86 million which is slightly less than the total amount assessed last year. The tax revenue for the General Fund may be used for any general purpose. The increased revenue received from moving the levies to the maximum is minimal, but it serves to rebalance the levies between the residential and commercial categories.

The City also has a levy to support the 2009 debt service of the police building. This levy was approved by voters in 2010 and was implemented in 2013 when a previous general obligation bond issue matured. This levy will generate \$1.1 million which is approximately the same amount of revenue as last year.

In April 2014 voters approved a general obligation bond issue supported by property tax to be used for neighborhood street resurfacing, street lighting and alley improvements. The City will be issuing these bonds soon and will begin paying debt service costs in FY 2015. This levy is newly implemented this year for this debt

service and will generate approximately \$1.07 million. Rates are proposed to be levied for the 2014 calendar year (FY 2015 budget year), and all rates are per \$100 assessed valuation. Recommendation is to have a second reading of the ordinance setting the annual property tax rates for calendar year 2014 (Fiscal Year 2015).

Alderman Harris introduces Bill No. 6460, an ordinance to adopt the proposed property tax levies for tax year 2014 to be read for the second time by title only. Alderman Garnholz seconded.

City Attorney O'Keefe reads Bill No. 6460, An Ordinance Levying and Establishing the Rate of Annual Property Taxes for General Municipal Purposes; Police Building Debt Service; General Obligation Debt Service; and, Special Business District Purposes to be Collected by the City of Clayton, Missouri, for the Year 2014 for the second time by title only.

Alderman Harris moved to amend Bill No. 6460 by the text as submitted for the September 9 meeting. Alderman Garnholz seconded.

Alderman Harris – Aye; Alderman Garnholz – Aye; Alderman Winings – Aye; Alderman Boulton – Aye; Alderman Berger – Aye; Alderman Lintz – Aye; and Mayor Sanger – Aye. The Bill was adopted and became Ordinance No. 6335 of the City of Clayton.

AN ORDINANCE TO CONSIDER APPROVING THE PROPOSED FISCAL YEAR 2015 OPERATING AND CAPITAL IMPROVEMENTS BUDGET - 2nd Reading

Janet Watson reported that on July 11th, the Board of Aldermen received the City Manager's proposed Fiscal Year 2015 Operating and Capital Improvements Budget. As part of the budget process, the Board is required to hold a public hearing to seek public input prior to formal adoption. That public hearing was held on August 26, 2014.

The Board extensively reviewed the proposed budget during public meetings on July 15 and August 15, 2014 and the City also held two public forums for business and citizen input.

There were a few changes to the proposed budget that was provided to the Board prior to tonight's meeting.

We believe the proposed budget maintains the extraordinary level and proficiency of service that has been expected by our residents and traditionally provided by the City. The Board of Aldermen has studied this proposed budget and the public has had opportunities for input. The ordinance approving the Fiscal Year 2015 Operating and Capital Improvements Budget is presented for approval and adoption.

Recommendation is to adopt the Fiscal Year 2015 Operating and Capital Improvements Budget as presented in the proposed budget, adjusted by the reconciliation attached to the ordinance.

Alderman Harris introduced Bill No. 6461, an ordinance to adopt the FY2015 Operating and Capital Improvement Budget to be read for the second time by title only. Alderman Garnholz seconded.

City Attorney O'Keefe reads Bill No. 6461, an Ordinance Adopting an Annual Budget for the Fiscal year 2015 Commencing on October 1, 2014, and Appropriating Funds Pursuant Thereto for the second time by title only.

Alderman Harris – Aye; Alderman Garnholz – Aye; Alderman Winings – Aye; Alderman Boulton – Aye; Alderman Berger – Aye; Alderman Lintz – Aye; and Mayor Sanger – Aye. The Bill was adopted and became Ordinance No. 6336 of the City of Clayton.

1ST READING OF ORDINANCE AUTHORIZING THE SALE AND ISSUANCE OF SPECIAL OBLIGATION REFUNDING BONDS, SERIES 2014

City Manager Owens reported that the City currently has two outstanding issuances which together are viable for refunding. These are Series 2005A and Series 2007 bonds. Refunding these two issuances together will generate interest savings of approximately \$350,000 over the remaining short life of these bonds. The refunded bonds will mature in FY 2019.

The City's current bond rating for Special Obligation bonds is AA+, and this rate will still need to be reapproved even though the City recently experienced a rigorous rating review. The attached ordinance authorizes and directs the issuance, sale and delivery of the \$7 million in Special Obligation bonds. The blank portions of the document will be completed after the sale occurs at 10:00 a.m. on September 23 and will be provided to the BOA for approval at the meeting that evening.

Recommendation is to approve the first reading of an ordinance authorizing the sale, issuance and delivery of Special Obligation Refunding bonds in the amount of \$7 million.

Alderman Harris moved to approve Bill No. 6463, authorizing and directing the issuance, sale and delivery of Special Obligation Refunding Bonds, Series 2014, to be read for the first time by title only. Alderman Garnholz seconded.

The motion passed unanimously on a voice vote.

1ST READING OF AN ORDINANCE AUTHORIZING THE SALE AND ISSUANCE OF GENERAL OBLIGATION BONDS, SERIES 2014, AND AUTHORIZING A PROPERTY TAX LEVY TO SUPPORT THE DEBT SERVICE PAYMENTS ON THE BONDS

City Manager Owens reported on April 8, 2014, voters approved the issuance of \$15 million in General Obligation Bonds for street resurfacing, and streetlight and alley improvements. On August 12, 2014, the Board of Aldermen approved the sale of these bonds.

Currently the City holds a AAA rating for General Obligation bonds and that rate will still need to be reapproved even though the City recently experienced a rigorous rating review. The ordinance authorizes and directs the issuance, sale and delivery of the \$15 million in bonds, and authorizes a supporting property tax levy in an amount to be approved each year to pay the principal and interest on the bonds. The blank portions of the document will be completed after the sale occurs at 11:00 a.m. on September 23 and will be provided to the BOA for approval at the meeting that evening.

Recommendation is to approve the first reading of an ordinance authorizing the sale, issuance and delivery of General Obligation bonds in the amount of \$15 million, with a supporting property tax levy.

Alderman Harris moved to approve Bill No. 6464, to consider authorizing and directing the issuance, sale and delivery of General Obligation Bonds, to be read for the first time by title only. Alderman Garnholz seconded.

The motion passed unanimously on a voice vote.

Other

Alderman Harris congratulated the staff on achieving a balanced budget.

Alderman Boulton reported that she and the City Manager participated in the Fire Department's stair climb - great event. She also reported that the Art Fair was a fantastic event.

Alderman Berger also stated that the Art Fair was wonderful.

Alderman Lintz moved that Board adjourn to a closed meeting, with a closed vote and record, as authorized by Section 610.021(1), (2) and (3) Revised Statutes of Missouri, relating to legal issues, real estate and/or personnel, and to discuss matters related to negotiation of a contract pursuant to Section 610.021(12), RSMo. and/or proprietary information pursuant to Sec. 610.021(15). Alderman Garnholz seconded the motion.

Alderman Harris – Aye; Alderman Garnholz – Aye; Alderman Winings – Aye; Alderman Boulton – Aye; Alderman Berger – Aye; Alderman Lintz – Aye; and Mayor Sanger – Aye.

There being no further regular business the meeting was adjourned at 10:30 p.m.

Mayor

ATTEST:

City Clerk